

Today's Advertisements.

BANK HOLIDAY.

THE UNDERMINTION BANKS will be CLOSED for the transaction of Public Business on WEDNESDAY, the 25th instant, at 1 o'clock P.M.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager, Hongkong.

For the NATIONAL BANK OF CHINA, LIMITED, G. W. F. PLAYFAIR, Chief Manager, Hongkong.

For the MERCHANTS BANK OF INDIA, LIMITED, JOHN THURBURN, Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency, L. BERINOGUE, Acting Manager, Hongkong.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG, CHANTREY INCHBALD, Manager, Hongkong.

For the YOKOHAMA SPECIE BANK, LIMITED, HONGKONG, S. CHOI, Agent, Hongkong.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Acting Manager, Hongkong, 17th October, 1899. [12124]

TENDERS FOR CONSTRUCTING QUARTERS FOR COMMANDER (N) AND NAVAL ENGINEER OFFICER.

PLANS AND SPECIFICATION may be seen and Form of Tender obtained on application to the Superintendent Civil Engineer, Works Loan Department.

Sealed Tenders, marked "TENDER FOR CONSTRUCTING QUARTERS" FOR COMMANDER (N) &c, should be sent to the Commodore in Charge H. M. Naval Yard Hongkong, not later than Tuesday, 21st October, 1899, on THURSDAY, the 26th day of October, 1899. [12124]

NORDDEUTSCHER LLOYD.

STEAM TO YOKOHAMA, KORE AND NAGASAKI (Passing through the INLAND SEA).

THE Company's Steamship

"HOHENZOLLERN," Captain H. Kiercher, will leave for the above ports, TO-MORROW, the 18th instant, at 8 A.M.

For further Particulars, apply to MELCHERS & Co., Agents, Hongkong, 17th October, 1899. [12124]

NORDDEUTSCHER LLOYD.

STEAM TO SHANGHAI.

THE Company's Steamship

"BAVERN," Captain E. Prehn, will leave for the above place, TO-MORROW, the 18th instant, at 9 A.M.

For further Particulars, apply to MELCHERS & Co., Agents, Hongkong, 17th October, 1899. [12124]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS," Captain Gregory, will be despatched as above on THURSDAY, the 19th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 17th October, 1899. [12124]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG," Captain Robson, will be despatched for the above ports, on FRIDAY, the 20th instant, at daylight.

For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers, Hongkong, 17th October, 1899. [12124]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Steamship

"NANYANG," Captain Lehmann, will be despatched for the above port, on FRIDAY, the 20th instant, at 5 P.M.

This Steamer has Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 17th October, 1899. [12124]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAVERN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 24th instant, and on THURSDAY, the 26th instant, at 9.30 A.M. All Claims must reach us before the 3rd November, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected.

MELCHERS & Co., Agents, Hongkong, 17th October, 1899. [12124]

Today's Advertisement.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. R. D. VANIA, the Administrator, to sell by

PUBLIC AUCTION, on SATURDAY, the 21st October, 1899, at 2.30 P.M., At No. 26, GAGE STREET, THE WHOLE OF THE HOUSEHOLD AND OFFICE FURNITURE, Belonging to the Estate of the Late R. C. VANIA, Comprising—

BRASS AND IRON BEDSTEPS, WARDROBES, OVERMANTLES, DRAWING ROOM SUITE, EXTENSION DINING TABLE, MARBLE-TOP TABLES, CROCKERY AND E. P. WARE, WRITING TABLE, COPYING PRESS, &c, &c.

ALSO, TWO IRON SAFES.

On View from FRIDAY A.M. TERMS—As Usual.

HUGHES & ROUGH, Auctioneers, Hongkong, 17th October, 1899. [12124]

Intimation.

A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule \$10.80

C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule 12.00

D.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 12.00

E.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule 14.40

F.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule 20.40

B, C, and D are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Nerves Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.
ESTABLISHED A.D. 1841.

THE HONGKONG TELEGRAPH.

HONGKONG, TUESDAY, OCTOBER 17, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL.

According to the Reuter's telegram which we publish to-day, the Boers have virtually scored the first point of the war by the capture of one of our armoured trains. It will be remembered that Reuter's telegram of the 9th instant stated that the defences of Mafeking included two armoured trains, and in all probability it is one of these which the Boers have captured and destroyed. Vryburg, near which the capture took place, is situated upon the railway, about midway between Mafeking and Kimberley, and, as the line runs within five miles of the Transvaal border, a little to the southward of Vryburg, it is natural to suppose that the train was attacked at this point while running between Kimberley and Mafeking. Possibly it is just as well that the train was destroyed by the Boers, for otherwise it would have been a powerful weapon in their hands in the event of an attack being made upon either of the three towns of Kimberley, Vryburg or Mafeking. If, in addition to destroying the train, the Boers have cut the railway, then communication with Mafeking and points beyond will have been interrupted. However, as the Boers appear to be in force with their artillery on the Bechuanaland border, we may soon expect to hear further news of the course of events in that quarter, which happens to be our weakest position.

In Natal, too, the Boers appear to be advancing to the attack, for we do not suppose that General White would take his

guns many miles from Ladysmith, and as that town is about forty miles from the Transvaal frontier the Boers must have invaded our territory. But in Natal we are at present better prepared for them, for the Indian contingent has been landed and sent to the front, so that unless the Boers descended in overwhelming force it would be but reasonable to suppose that our troops would be capable of dealing with them until such time as they are sufficiently reinforced to carry the war into the enemy's territory and force the passage of the passes leading to the Transvaal and Orange Free State.

The Naval Brigade, landed by the Admiral at Simonstown, will we presume, be either sent up the railway towards Mafeking or else take the place of troops sent to the front. It must be remembered that we have not only to supply a force capable of dealing with the Boers in the Transvaal and the Orange Free State, but that a sufficient force must be scattered over Cape Colony to prevent a rising on the part of the Dutch sympathisers of the Boers and also to prevent them from giving aid to the enemy or going over the border to join their forces. In this Naval Brigade we suppose that our old friends of the *Powerful* will be included, as well as the crew of the *Terrible*, for both these vessels are doubtless in Simon's Bay at the present moment or else shortly expected there. We have got a big job on hand with the Transvaal, and news of further fighting will be awaited with interest.

REUTER'S TELEGRAMS.

THE TRANSVAAL WAR.

LONDON, October 15th.

The Boers have detailed and destroyed an armoured train near Vryburg. The crew of the train, who maintained a brisk fire for four hours, were eventually overpowered by the enemy's artillery and made prisoners.

The Admiral at Simonstown has ordered the immediate landing of a strong naval brigade.

Sir Redvers Buller has started for the Cape.

General White made an advance with twelve guns from Ladysmith, with the intention of attacking the Boers, who were advancing with eleven guns; but failing to draw on the Boers the force returned to Ladysmith without fighting.

Martial law has been proclaimed at Bloemfontein and Britishers have been ordered to leave the country.

WEATHER REPORT.

The Observatory report says:—

On the 17th at 11.55 a.m. the barometer continues to rise on the China coast. The depression has probably passed to the Pacific, E. of Japan, and the high pressure area still lies over Central China. Gradients moderate with strong monsoon on the coast and in the N. part of the China Sea. FORECAST: Fresh N.E. winds; fine.

LOCAL AND GENERAL.

THE only cases of communicable diseases reported last week were two of enteric fever, one of which was on board a ship.

RINDERPEST is said to have been communicated to the wild pig of Ulu Pahang, probably from some sick buffalo. Numbers are found dead by the roadside.

NEW postage and revenue stamps for use in the Protected Native States will be issued at an early date, next year: tigers and krisses being the chief portions of the design.

THE *Peking Pioneer* warns Taipeing people to beware of forged Hongkong and Shanghai Bank notes that have been put in circulation there. They are printed on Chinese paper.

It is stated that Major Grouard, R.E., President of the Egyptian Railway Board, is at present in Pitsburg contracting for 400 steel freight cars for the Egyptian State Railway.

WE are pleased to learn that Mr. Hussy, who recently saved the life of a Chinaman, who fell overboard from off the steamship *Chongkong* (for which he is to be presented with the Humane Society's medal), has secured his master's ticket in a recent examination.

A NEW Transvaal industry is the growth of coffee. An attempt has been made in the De Kaap Valley, and the first bag was harvested and sold in Kimberley at 1s. 3d. per lb. A considerable number of plants are being cultivated, and one grower expects to have a ton of beans for disposal during 1899. It is reported that the quality of the coffee is exceptionally fine.

THE wonderful record of progress of which the Equitable Life Assurance Society of the United States can fairly boast, is set forth in an interesting manner in the fortieth anniversary number of the *Equitable Record*, say the *N. C. Daily News*. It relates the organisation, early experiences, progress in the face of serious difficulties, and the startling reforms that it has introduced into modern life insurance. The way in which the Society weathered the panic of 1893 is alluded to with natural pride, and in conclusion, the enormous transactions of the concern are succinctly placed before the reader. The beauty of the book—it is no mere pamphlet—is enhanced by pictures of the palatial buildings in which the work of the Society is transacted all over the world.

THE Chinese authorities evidently anticipate trouble with the Italians in the near future, for, according to an official dispatch received from Hangchow by the Shanghai mandarins, Governor or Liu of Chekiang wired on the 10th instant to Brigadier-General Yu, in command at Taichow, to abandon the search for the fugitive adherents of Ying Wan-té, to mobilise all his troops at Taichow, and prepare to resist a possible aggressive movement of the Italians in that vicinity. Former Shanghai Tao-tai Li Kuang-chin, who is now Provincial Judge of Chekiang, and also Generalissimo of the territorial forces of that province, has received a wire from Peking to hasten with all his available troops to the sea coast, and mass them at certain important points near Wenchow.

WE understand a report has been sent to Hongkong to the effect that the pirates on the West River have raised a sunken launch or river boat by means of passing wires under her and secured booty to the value of \$2,000.

A FORMAL notice appears in the *Madras Gazette* in connection with a light feeder railway to the South Indian Railway from Kalikiri to Rayachoti, authorizing the Engineers to enter on land for the purpose of the Survey.

At date of latest advice the Dutch cruiser *Holland* was being held ready at Batavia to proceed at once on the outbreak of war between England and the Transvaal, to Delagoa Bay to protect the interests of Hollanders in the Transvaal.

The following are extracts from the *London Gazette*:—Major the Hon. R. H. Bertie to be Lieut.-Col. vice Brevet Col. R. B. Mainwaring, C.M.G., removed on appointment to the Staff. Capt. E. L. Engleheart to be Major vice the Hon. H. E. Bertie, promoted.

LORD Kitchener formally opened the bridge across the Adara. In his speech he deplored that British firms had been unable to undertake the work. At the same time, in expressing his delight that our cousins across the Atlantic had slipped in and congratulated them on this success. For a through journey from Cairo to Khartoum only seventy-five miles of rails have now to be laid.

A SCIENTIFIC expedition has been despatched by the Royal Society and the Natural History Department of the British Museum to Arabia for the purpose of making a zoological exploration of the highlands in the neighbourhood of Aden, and of penetrating as far as possible into the interior in an easterly direction. The leaders of the expedition are Mr. B. Percival and Mr. William Dodson.

THE Shanghai *Echo de Chine* of the 10th states that M. Waldeck-Rousseau has given his award in the matter of the *Cresson* strike. The workmen are satisfied with it, and it is hoped that they will return to work immediately. The son of the Grand Vizier has been assassinated at Pera. After the *déjeuner* at the French Consulate-General Marshal Su went on board a Chinese gunboat which conveyed him to Woosung, where he embarked on the *Pascal*. His staff consisted of twenty-six persons.

MR. Hector Sampson, who has successfully conducted the Shanghai Race Pari-mutuel for several years, leaves Hongkong in the steamship *Bayern* to-morrow for the northern port, to again superintend the business connected with the totaliser. Mr. Sampson has left southern ports, where he has been engaged in a flourishing business, on purpose to run the "Pari," and we are pleased to learn that the committee appreciate his services so highly as to call him from such a distant port as Hongkong.

WHILE the H.A.L. steamer *Andalusia* was coming up her berth at the China Merchants' lower wharf on the last of the flood yesterday afternoon she collided with two cargo boats that were alongside of the wharf when swinging. The steamer, which is 400 ft. long, had a little too much way on when dropping the anchor but considering the channel is only 600 ft. wide it is a blame can be attached to anyone even if the damage had been greater. Now that the bulk of the commerce is brought to the port in practically Atlantic liners it would be well if these ships were made to either dodge from the bar up for the ebb or anchor below the shipping until the tide turns.—*N. C. Daily News*.

THE second steamer to the order of Messrs. Arnold, Karberg & Co. for the Shanghai-Hankow trade was successfully launched from Messrs. S. C. Farnham & Co.'s shipyard on the 10th inst. The tug *Sanson* left the Nanking Road Jetty at 3.25 with a number of guests and arrived at the yard a few minutes to 4 when it was intended to perform the ceremony, but the navigation on the river caused a detention, the vessel not taking the water until 4.40. The christening was prettily performed by Miss Florence, the little daughter of the Dock Co.'s manager, Mr. Geo. Peebles. After the vessel, which was named *Susan*, was water borne and in safety, the company adjourned to a shed where refreshments were laid out, when neat speeches were made and toasts drunk to the success of the vessel, her owners, and her builders. The *Susan* will be a sister ship to the *Sut-tai* launched a fortnight ago by the same builders.

THE *Peking and Tientsin Times* of the 7th inst. says:—Very great sympathy was felt with Miss Armstrong, the sister of Lady Macdonald, who is in charge of the British Minister's children. Miss Hodgson, Lady Macdonald's maid, and Miss Field, Miss Armstrong's maid, died of dysentery at Peking on the 20th ult. and 2nd inst. respectively.—It is noted that the 1st inst. was the 2,500th birthday of Confucius.—All the German instructors are reported dismissed from Gen. Yuan's camp.—The Grand Council has been instructed to burn the list of Reformers, and there is to be no more persecution.—The Peking Race Meeting has been postponed to the 10th and 11th prox.—The Japanese Club at Pientsin has been opened.—Mr. Kinder's 80 miles of railway from Lukouchia to Paoingfai have been handed over to the Belgian Syndicate, who have now actually got some railway in working order, and Mr. Kinder's staff left Limbo by the first train amid an ovation of fireworks.—The French railway from Lunchow to Nanning is to be built with Russian money.—A new line of steamers is to be opened immediately by the N. Y. K. between Shanghai and Tientsin.—The *P. & T. Times* says:—

The anxiety at the continued absence of rain is so great in Peking, that the Governor of the Imperial Prefecture has been sent to Hantan district, in the south of Chihli, to fetch the famous Iron Tablet kept in the King Dragon Temple there. This is the last resource when the prayers of the Imperial family for rain have proved unavailing.

A NEWSPAPER published at Kansas City states that an order has been given and accepted for 300,000 feet of Southern yellow pine, for use in the construction of the Cape to Calo Railway. The timber is to be furnished within two years. It is the largest order known in the history of the lumber trade.

THE programme of railway construction for the ensuing year will necessarily be much affected by the development of the apprehended famine in Western India. Amongst the lines the earthwork on which is likely to be commenced with famine labour are the Nagda-Bara section of the through line to link the Bombay Presidency with Delhi and Muttia; also the new line through Cutch to connect Karachi with the Bombay railway system.

THE general feeling seems to be in favour of what is called "municipalisations" of electric light. The time has come when Bombay should be independent of syndicates and promoters. If the Municipality now boasts of its own colossal water-works, costing 14 crores of rupees, entailing a maintenance expenditure of fully 12 lakhs per annum, which is almost wholly recouped from the water-rate, why should it not manufacture its own electricity for lighting purposes and profit by it.

THERE must be something very rotten in Municipal management in Rangoon, when a well-known firm writes to a local paper complaining of the constant small arising from the east drain of the road in which they live. Messrs. Watts and Skeen say that for several years they have been complaining about these smells and the Municipal Health Officer was apparently at one time busy deciding on the merits of the straw supplied to Municipal bullocks! It seems rough on the tax-payers to have to pay about Rs. 1,000 a month to an official for such work, whilst the drains of their streets are neglected although they pay a heavy scavenging tax.

A MESSAGE from Aden states that a Russian navigation company is understood to have under consideration the establishment of a service between Aden and Basra, which would also touch at Bandar Abbas and Bushire. It may well recall the fact that Qasra, which is situated on the Euphrates, some 56 English miles from the Persian Gulf, is accessible to vessels of 500 tons burden. The projected service would be worked in connexion with the boats of the Russian Volunteer Cruiser Fleet which call at Aden. The *Politische Correspondenz* observes that there is the more disposition at Aden to attribute this scheme to political motives as Russian commerce with Southern Persia and Arabia is very slight.

SENATOR Carter of Montana, is an interview last month, said that in his opinion the war in the Philippines would be ended by January 1st. Then, he said, would come the question of the future disposition of the islands. The Republican party, he believed would settle this question by insisting that the retention of the Philippines was a matter of business profit "As to the form of government," continued Senator Carter, "I should say that a Governor ought to be appointed by the President, with a council also selected by him. There might be a Filipino Legislature, composed of prominent men from each of the islands, to discuss questions and advise the Governor. I don't approve of a commission. I think the authority ought to be vested in a responsible head, not spread through several commissions."

THE RELEASE OF AMERICAN PRISONERS BY THE FILIPINOS.

THE ORDER OF DISCHARGE.

The following is a translation of the document signed by the American prisoners recently liberated by the Filipinos. According to the descriptions which they give of themselves they are American soldiers and not a handful of nondescripts, as was asserted by a Manila paper. Four of them belong to the 10th United States Infantry; three to the 3rd U.S. Infantry; three to the 9th; one apparently being unattached, for he does not particularise his regiment.

TRANSLATION.

At Tarlac, the Headquarters of the Philippine Republican Army, 25th September, 1899, in presence of the General Chief of the Staff, General Pantaleon Garcia, Colonel of General Staff Manuel Sityar, Secretary, and the Interpreter of the English Language, Senor Lorenzo L. Zialetta, with the prisoners of war of the Army of the United States of America assembled whose names are signed at the foot of the present act. These prisoners have been notified of the liberty granted to them in virtue of the decree dated the 31st of August last, issued by the Honourable Sr. President of this Republic. It is unanimously agreed: That in consideration of the humane treatment received and strictly in accordance with the laws of modern warfare, which are carefully observed by the Filipinos, and being grateful for the generosity extended to us as also on account of the spontaneous act in granting us liberty without the exaction of special conditions or granting liberty as the result of negotiations with our Government, and being convinced that the struggle for independence (of the Filipinos) is not in any way contrary to the dictates of humanity, but is in fact in strict accord with the rights proclaimed by the American Constitution. Now, therefore, we spontaneously and of our own free will bind ourselves on our words of honour not to again take up arms against the Filipinos, during the continuance of the present war, a pledge which General Pantaleon Garcia accepts in the name of Filipino Government.

Done in triplicate, the Americans, herein referred to attaching their signatures, namely: W. E. McElmih, James Doyle, Thos. Ford, Thomas Daly, N. H. Miller, Albert Ruben, Otto Schew, Otto Wagner, Chas. V. Willander, Peter J. Rollings, Paul J. Spillane.

The American citizens, after the present act (binding themselves to refrain from again taking up arms against the Filipinos during the present war) had been read over to them, translated and explained, affirmed and ratified the act in presence of the Austrian subject Angelo Busato, who together with the official interpreter witnessed the Americans attach their signatures in certification, whereof it was conducted the ceremony, hereunto attach my signature.

Signed PANTALEON GARCIA.

(Here follow the signatures of the Americans.)

OCEAN TOWING AND ITS DIFFICULTIES.

A LUCKY CHIEF OFFICER.

The following extracts from the log of the s.s. *Esmeralda*, kindly supplied by Captain A. W. Coburn, will doubtless prove of interest to our readers. The thanks of the United States Authorities are certainly due to Captain Coburn and his Chief Officer for the manner in which they safely delivered their charge in spite of heavy weather and a useless crew.

On Monday, the 2nd instant, the s.s. *Esmeralda* left Hongkong for Manila with a large lighter in tow, belonging to the Quarter Masters Department of the United States Army. With the exception of the usual troubles attendant upon towing, all went well until 12.40 p.m. on the 3rd instant, when the tow-ropes parted. A boat was lowered and by 4 p.m. the tow was again under way. During the day the wind and sea were increasing from the N.E. with every appearance of bad weather. At 8.30 p.m., when about 200 miles S.E. of Hongkong, the tow-ropes again parted. The night being dark and a high sea running, nothing could be done but stand by the lighter until daylight, while, to add to the gravity of the situation, the wind had backed to North and the barometer was falling. At 10.30 a.m. on the 4th after a great deal of difficulty, we had the tow in hand again. In the afternoon, the wind and sea increasing and the barometer falling, the vessel's head was put to the N.W. On the morning of the 5th the wind was veering and the barometer steady and the vessel was kept away to the S.E. By noon a strong gale and heavy sea was experienced and at 5.45 a.m. the tow again parted company. The lighter crew being helpless in making the tow rope fast, or even in attempting to it, Mr. Blandin, the Chief Officer, volunteered to board the tow and effect this, which service he carried out in a very satisfactory and plucky manner, in spite of the high sea running. The crew of the lighter were at this time transferred to the *Esmeralda*, for they were useless, and although high confused seas and dirty weather were experienced to the end of the trip, the *Esmeralda* brought the lighter in safety to Manila.

A SHANGHAI WEDDING.

The Cathedral has seldom looked more charming than yesterday afternoon when it was decorated for the wedding of Mr. E. W. Maitland and Miss Wilcockson, says the *N. C. Daily News* of the 11th. The bride and bridegroom are so well known and popular that a very large number of friends attended. They found the interior of the building daintily attired for their reception. A white carpet stretched up the nave, while overhead delicate green foliage met and covered in the space between the pews. The chancel space was even more effectively decorated in white and green. A green-trimmed trellis-work ran upwards from the communion rail, and suspended above the heads of the happy pair as they knelt was a wedding bell of white flowers. These decorations were the work of Mrs. Bland, assisted by Miss Edward White. The service, which was choral, was conducted by the Rev. H. C. Hodges. The bride was given away by her father, and was attended by Miss L. Moorehead, Miss Allen, and Master and Miss Twentymen. Mr. N. G. Maitland was best man, assisted by Messrs. E. Gumpert, A. Hide, R. Sutherland, and R. Moorehead. The presents, largely of silver, filled a room. Both Mr. and Mrs. Maitland have been connected with the A.D.C. Mrs. Maitland, indeed, is one of our best amateur artists, and consequently these gifts included a beautiful bowl of filigree work with two small vases to correspond from that body.

THE TRAMWAY TENDERS.

In our (Shanghai Daily Press) issue of Monday, October 9th, we published the minutes of the joint meeting of the Municipal Council and the French Council when the reports of the engineers on the tenders for the tramway concessions were presented. It was decided, on the strength of their recommendations, to present to the ratifiers at a meeting on Tuesday next, the tender of the Shanghai Tramway Syndicate, Ltd. for approval. The reports of the engineers give an unqualified appreciation of this particular tender, and as the conditions imposed by the Municipality are accepted in their entirety, little better can be done than to accept it, if the rights are to be given to a company. The Syndicate offers the sum of \$50,000 for the first year and an additional \$1,000 each succeeding year, as well as a percentage on the gross receipts over \$20,000 per mile. The right of purchase is reserved by the Municipality after fifteen years, and at the end of fifty years the whole system and plant become the property of the town free of charge, if not previously purchased. A glance at the conditions published by the council show that the engineers have been careful to hedge round the concession every conceivable condition for the prevention of abuses by the successful tenderers. Indeed we congratulate Mr. Mayne upon his specifications, and also upon the pamphlet for the benefit of tenderers and the ratifiers interested. After a careful perusal we fail to find a single safeguard omitted, and as the tendering syndicate, whose offer is to be submitted to the ratifiers, have accepted the conditions in *klao* it must be taken for granted that they are not desirous of any way, unworkable. When the ratifiers meet on Tuesday afternoon, we trust that some of them will be prepared with facts and figures to show that in accepting the offer to be placed before them they are practically giving away a valuable concession for a mere song. Street passenger traction is practically unknown in the East. Some years ago a company did endeavour to compete with the festive "riches" puller in Singapore. They laid their rails and ran their cars, but as the rich men reduced their fares to something like one cent per mile, the tramway company were speedily pushed into the bankruptcy court where they still remain. Their lines of rails have been pulled up and sold and the tramway in Singapore is now a legend. The failure of a company to make tramways pay in Singapore doubtless is in the mind of those among us who argue that the offer now before the public should be promptly accepted. But it must be remembered that since the days of the Singapore street cars, street traction has been cheapened and altogether altered. In America and Australia, cities smaller and less scattered than Shanghai, can obtain enormous sums for street tramway concessions. Twenty years ago the right to lay and run tramways in the city of Melbourne was sold for upwards of £1,000,000; sterling, and the purchasing company have since paid over 30 per cent. on their original investment. In New Zealand, a city of under 80,000 people has recently been offered £500,000 for its existing tramway service, with right of alteration and extension, on terms very similar to those drawn up in Shanghai. Taken altogether, we are strongly of opinion that the Shanghai tramway rights are being practically given away, and that if the tender of the Shanghai Tramway Syndicate is accepted, the city will be paying for a privilege which it has already lost.

WEI-HAI-WEI.

(EXTRACT FROM CONSUL HOPKIN'S REPORT.)

I have been frequently asked since our occupation what I thought of the commercial prospects of Wei-hai-wei, and whether it might become a northern Hongkong. It must be remembered that Wei-hai-wei is even worse situated as a port of shipment for produce from the central and western parts of the province, or as an entrepot for foreign trade destined to supply the same region than is Chefoo, being some sixty miles more to the eastward. There is little or no real analogy between the positions of Hongkong and Wei-hai-wei. The former lies at the seaward end of a splendid system of navigable waterways, a day's steam only from an immense city, the capital of the province, and on the edge of a rich and densely populated delta. Wei-hai-wei, on the contrary, is nearly the remotest point of a rocky peninsula far from any river communication with the interior, and almost without roads, amidst an agricultural population in a region of few and inconspicuous cities. Along the coast to the south is Kiao-chow Bay, excellently placed for trade, and with the prospect of railway communication with the interior in the very near future.

Four hours steam from Wei-hai-wei, to the west, lies Chefoo, which though naturally but little better situated in point of land communication, has the advantage of being, as a well-established treaty port, commercially a going concern, with all that is implied by that, which Wei-hai-wei is not.

That trade follows the flag may fairly enough express a generalised commercial truth, which does not, however, necessarily affect particular conditions otherwise unfavourable. So I do not anticipate for our new naval station a commercial future like that of the one-time fishing village of Hongkong. Rather, it is a fair presumption that trade will follow the railways so much the better for Kiao-chow and Taitsewan.

For the rest, the territory taken over consists of rather barren hills and valleys, closely cultivated with the cereals usual in the province, wheat, millet, and Indian corn. On the hill sides grows a dwarf oak, on which feed the caterpillars, producing the "wild silk" of Shantung. The cocoons of the neighbourhood find their market in Ning-hai Chow, a city just outside the western boundary of our territory, from which point they have hitherto been conveyed for sale to Chefoo.

A little gold is also found in the ravines or dongas of all this region, and from time to time in the past considerable finds are reported to have been made. There are somewhat sanguine expectations about this subject.

No trouble from the population was met with by the survey party of Royal Engineers last summer in carrying out their operations in the remote zone. These were completed without a single untoward incident, such supplies as the country afforded being freely sold by the villagers.

PHILIPPINE NEWS.

(From the Manila Times.)

ANOTHER FIGHT AT ANGELES. On the morning of the 11th Angeles was the scene of another brisk little skirmish in which nearly all the garrison of that place were engaged. The fight did not last long, but was warm while it lasted and resulted in five casualties on our side.

The battle was opened at 3.30 a.m. by the insurgents, who poured several heavy volleys into the outposts stationed near the bridge, and followed this up by more or less fusillading. Troops were turned out to quiet them and a still lighter fight followed, in which the enemy used their modern Krupp. Soon the whole garrison was out on the skirmish line and the artillery detachment of three guns of the 1st Artillery took part and shelled the enemy, finally succeeding in silencing their cannon.

The first volley firing only lasted half an hour, and after a lull, was resumed again at 4 a.m. and kept up until daylight. At first there was very little response by our troops until the Artillery turned loose and with a few well-directed shells succeeded in discouraging the enemy from all further attempt.

The line advanced to the left of Angeles and after two hours of warm work they drove the enemy out of their position in the woods.

Our loss was five wounded and the insurgents' is unknown.

At Meycauyan an attack was made Tuesday night on the outposts and several volleys fired. Co. B of the 16th Infantry turned out to return the fire and put a quietus on things.

ATTEMPT TO BLOW UP A MAGAZINE. The *Laguna de Bay* is still at the Navy Yard receiving a new awning and many little repairs. The paddles of the two side wheels have been renewed, as the old ones have been broken and cracked. Most of the crew, numbering about fifty, are now quartered in a store room among piles of rope and between walls on which are hung various iron, rings, chains, hooks and some tools. The commander of the *Laguna de Bay* is Lieutenant Franklin of the 23rd Infantry, who is on the *Helena*, which lately left for a short investigation of the condition of the *Arctis* at Orani. This gunboat was sunk at the time of Dewey's victory and is similar to the *Pamphang*, a boat now on the dock. The boat boys are anxiously waiting for the *Laguna de Bay* to again resume active service.

On Tuesday afternoon a rumor was afloat that an outbreak of trouble of some kind was brewing in these parts. A scouting party of eight, under Sergeant Francis, made an investigating tour through the woods to the two companies at the causeway and two suspicious Filipinos were caught armed with large knives. As an evening maneuver, probably planned to work in co-operation with a general uprising, a bold attempt was made to blow up the magazine containing large stores of powder, shells and heavy missiles. There was a strange noise heard about midnight by the sentry near post No. 16 in Fort Felipe and he gave the alarm to the corporal, and soon an investigation around the magazine revealed a place where one or more evil-doers had removed two large square blocks from the solid stone masonry. A large iron bar was found, but the workers had been called out, but nothing further turned up.

Large supplies for the various departments of the navy yard lately arrived on the *Celtic* and *Nan San*. Boatwain Brown, of the navy yard, has been kept very busy for several days, overseeing the unloading of the many cases. The *Celtic* brought provisions from the States, while the lumber, paint, piping, long iron rods, etc., came from Hongkong on the *Nan San*. A great deal of lumber is being used at present in enlarging the officers' quarters in Fort Felipe.

THE COST OF THE WAR. The expenditures by the war department are creating the fear that it may be necessary to

call Congress in session before December to provide funds for military operations. Of the eighty millions authorized to be spent in twelve months more than thirty millions will be spent from July to August 23 inclusive. At this rate the entire eighty millions will be exhausted before Congress gets in regular session. Ten new regiments have been a charge for the last month and the ten still to be raised will become a charge in about another month, so that the ration expenditure will be increased, and additional transports and the extension of operations in the Philippines will swell expenses, which are now at the rate of two hundred millions a year. The department asked for one hundred and forty-four millions for the year, but Congress would not allow it. Administration officials, however, are confident that the insurrection will be speedily suppressed, and that it will not be necessary to issue bonds, as the treasury balance, including gold reserve, is two hundred and seventy million dollars.

GENERAL OTIS STOPS CAVALRY. A Washington dispatch says that General Otis has cabled to the War Office that he does not require any more cavalry sent to him. He finds himself already embarrassed by the difficulty of procuring forage for the horses at present in Manila. The War Office has consequently decided that no more cavalry shall be sent.

POPULATION OF THE PHILIPPINES. According to Glomiere, the civilized population of this Colony in 1843 was as follows, namely:—

Europeans (including 500 friars)..... 4,050
Spanish-native half-breeds..... 8,584
Chinese-native-Chinese half-breeds..... 180,000
Chinese..... 9,901
Pure natives..... 3,304,742

Total civilized population..... 3,307,377
In the last census, which was taken in 1876, the total number of inhabitants, including Europeans and Chinese, was shown to be a little under 6,200,000, but a fixed figure cannot be accepted because it is impossible to estimate exactly the number of uneducated savages and mountaineers, who pay no taxes and so are not accurately enumerated. The increase of native population was rated at about two per cent. per annum, except in the Negrito or acta tribes, which are known to be decreasing.

In Manila City and suburbs it is calculated that there were in 1876 about 340,000 inhabitants, of which the nation of classes was approximately the following:—

Pure natives..... 68.00 say, 231,200
Chinese half-breeds..... 16.65 " 59,700
Chinese..... 12.25 " 38,660
Spaniards and creoles..... 1.30 " 5,610
Spanish half-breeds..... 1.30 " 4,320
Foreigners (other than Chinese)..... 0.15 " 510

The Walled City alone contained a population of about 16,000 souls.

SINGAPORE TRADER IN COLLISION.

A "CLAN" STEAMER SUNK. News has been received here of a serious collision between a steamer trading to Singapore and one of the "Clan" line. From reports to hand it appears that about eight a.m. on the 4th September, during a dense fog, the Danish steamer *Cathay* belonging to the East Asiatic Company, of Copenhagen, collided with the British steamer *Clan Macgregor*, off Cape St. Vincent. The *Clan Macgregor*, the *Clan Macgregor* on the starboard side, and the *Cathay* on the port side, and the latter sank some time afterwards, but the *Cathay* picked up all the crew, no lives being lost. The *Cathay* put into Cadix with her plates injured in three places, and stem twisted to starboard. Her forepeak was supposed to be undamaged. It is expected that the repairs will take about six weeks. The *Cathay* is of 2,650 tons register, and was bound for Singapore with a general cargo, Messrs. Behn Meyer and Co. being the local agents. The *Clan Macgregor* was one of the "Clan" line, a company which has been very unfortunate with its ships of late. She was of 1,924 tons, net register, and owned by Messrs. Cuyler, Irvine and Co., of Liverpool.

BANGKOK METHODS. IN DELIVERING CARGO. It appears to us, says the *Bangkok Times*, that consignees of cargo here have a real grievance in the methods adopted by the shipping firms of the port. It is an experience of our own, and it appears to be by no means an uncommon one. Some days ago we learned that seven bales of paper had been forwarded to this office from Hongkong. We prepared to take delivery on receipt of the notification from the agents, knowing from experience that there is usually no warehousing whatever, and that goods are often damaged by being allowed to stand in the rain. But no notification of their arrival was sent, and it was only on writing to inquire that we were informed that the goods had come to the wharf and brought here by a steamer consigned to him that he does not expect to receive them through the consignee's plight is still worse. There are cases on record where goods have lain for at least a month on a Bangkok wharf while the consignees have been writing and telegraphing to the consignors about their non-delivery.

Once more, six and a half tons are charged by the agents on seven bales of paper—four for warehousing, perhaps, or landing, or something, although it is quite on the cards that damage may be occasioned by rain and exposure. Surely the obvious duty of shipping companies here is to do as is done elsewhere. In Hongkong, for example, the arrival of cargo is notified to the public by the agents through the Press, and a source of annoyance would be removed if this were also done in Bangkok. The present method, or want of method, is positively archaic, and would not be tolerated in any other port of the same size.

SPANISH CONSULATES. CLOSED. The *Cacela* of Madrid of the 22nd August publishes a list of the Consulates which have been ordered to be suppressed, and which have been hitherto paid for out of the revenues of the Philippines. The list includes the first class and second class Consulates at Singapore, Hongkong, Amoy, the first class Consulates at Melbourne, Calcutta, and Tientsin, the second class Consulates at Saigon, Batavia, Tientsin, Nagasaki and Kobe. The Consulate General at Shanghai is reduced to a second class Consulate, and the maintenance of this as well as the new Consulate General and Vice Consulate at Manila and the second class Consulate at Ho-flo will be paid out of the revenue of Spain.

THE TRANSVAAL.

LATE TELEGRAMS.

SMILIA, September 23rd. In the event (which, however, is not looked upon here as probable) of a further Brigade being despatched from India to South Africa, the Essex and Royal Irish may not unreasonably expect to be included.

BOMBAY, September 28th. The departure of the remaining squadrons has been delayed owing to an outbreak of anthrax.

The s.s. *Nevada* has sailed with an Ammunition column.

BOMBAY, September 28th. Owing to further cases of anthrax the Fifth Dragoon Guards have been unable to sail for Durban. They have been sent back to Deolali. They will rest at the camp there for a few days.

BOMBAY, September 29th. It is believed that the Fourth Dragoons will replace the two squadrons of the Fifth Dragoons for South Africa, unless anthrax disappears in the course of the next ten days.

A crowd of Boers, at a station on the Delagoa Bay Line of Railway, found a number of refugee passengers in the train to uncover their heads during the singing of the "Volkslied" and severely kicked and trampled upon several Englishmen.

The transport *Lalpoura* arrived at Durban last evening with the 1st Battery of Field Artillery, which lands to-day.

The Orange Free State Artillery, under Commandant Albrecht, are moving towards Kimberley. The Free State also occupies Bathas Pass, situated twenty miles from Newcastle.

Three squadrons of Natal Carabiniers have hurriedly mustered at Ladysmith and started in the direction of the Orange Free State border.

Natives have looted stores at Charlestown. The *Harriet* and *Harriet Castle*, *Lismore Castle*, *Roslin Castle*, and *Harriet Castle*, have been chartered as transports and ordered to be ready in ten days. They will accommodate 4,000 men.

Colonel Brocklehurst, of the Blues, will sail in the *Mexican* to command the Cavalry Division in Natal.

Major Girouard, Constructor of the Soudan railway, will also leave in the *Mexican* for the Cape.

The Duke of York has been appointed to an honorary Colony of the First Bengal Lancers, which will henceforth be known as the Duke of York's Own.

It is announced that the Duke of Connaught will accompany Sir Redvers Buller to South Africa.

The whole of Natal local forces, and a great part of the police have gone to the north. The Berkshire Regiment has been despatched to Naauwpoort.

The Duke of Devonshire (Lord President of the Council), in the course of a speech at Manchester, last night, said that, if the official versions of the Transvaal reply, to Mr. Chamberlain's last despatch were correct, it was unlikely that the present tension would terminate. Great Britain considered it useless to further press the Franchise proposals, which were not received in a spirit promising to a solution.

The Government, he said, had, therefore, been compelled to formulate demands which were moderate and, under other circumstances, they would probably have been the basis of negotiations. "The military preparations made by the Transvaal, his lordship said, compelled Great Britain to act in a similar manner and to summon Parliament to sanction extra expenditure. His lordship, in conclusion, said he still trusted that wiser counsels would prevail with the Transvaal.

Two thousand Boers are mobilised on the frontier near Mafeking.

A Boer camp has also been established, near Vryheid, where a great force will be mobilised, probably on Monday. Hostilities are regarded as imminent.

The Natal Volunteers have reached Ladysmith, and a portion of them proceeded to Mafeking to help defend the border.

There are numerous signs of military activity in the Orange Free State, where the Boers are concentrating.

LONDON, October 4th. The *Daily Telegraph* says it is believed that the Government will ask for a credit of ten millions sterling, of which three-and-a-half millions already have been expended and the remainder will enable the Government to continue the operations in South Africa until February.

The Imperial authorities at Mafeking have armed a Civil Guard, thus overriding the Cabinet, whose apathy is the subject of much criticism.

The transport *Secundus* has arrived at Durban from Bombay.

The troops on the steamer *Lalpoura* have been landed and proceeded to the front at once.

A telegram from Bloemfontein states that the Landrost of Boshof wires that British troops have crossed the Free State border from Kimberley.

Strong rumours are current at the Transvaal has sent an ultimatum to the British Government, demanding the withdrawal of British forces from the frontier within 48 hours.

It is even stated that the limit has almost expired.

THE COLONIZATION OF NEW GUINEA. DUTCH AND GERMAN FAILURES. The work which has been done in the past in New Guinea by Sir William Macgregor, and is still being carried on by his capable successor, Mr. Le Hunte, is an object lesson to the Dutch and German possessors of the lands of Papua in the art of successful colonization.

The Hollanders undoubtedly have the best part of the great island. Yet, in spite of the manifold advantages offered to them by nature, they have achieved nothing beyond supplying a vast number of the Dutch colours to savage chiefs—colours that are supposed to represent the might and importance of his Majesty the King of the Netherlands, and are carried by their stark-naked possessors in their blood-thirsty raids against other native tribes inhabiting the Dutch littoral.

The Germans, on the other hand, have made a big effort to emulate the success achieved by Sir William Macgregor, and have lamentably failed. But their need of praise is due; they tried to colonize—as far as enterprise went—as Britishers colonize new territory inhabited by wild and distrustful savage people. But they made the fatal mistake of hanging, shooting, and slaughtering, instead of conciliating and instructing. And the policy of conciliation and instruction, as exemplified by the Government of the late Administrator of British New Guinea, is better than the Congo Free State methods of the German and Dutch officials in New Guinea.

To put the matter briefly, the Dutch had the present century; they went there, and are there now, and have done nothing. The Germans have been there since 1884, and their colony is moribund, despite the aid given to it by the German Government. The British possessors of New Guinea can pay its bills, and there the matter lies; for when a colony can pay its bills, and does not ask for money from Imperial sources, its prosperity is assured. British New Guinea is a long way ahead of Dutch and German New Guinea, and will always be ahead.

THE RACES AT MAURITIUS.

PROHIBITED ON ACCOUNT OF PLAGUE.

HISSING IN THE LEGISLATIVE COUNCIL.

From a Mauritius paper it appears that the Legislative Council there has passed an Act of a special law, owing to plague. It was argued that the races invariably bring a large crowd into Port Louis, and that many of the Indians who might come in would be going amongst whom plague is raging, with many deaths a day, and it was feared that they might take the infection back into the mofussil. When the news of the prohibition became known, there was a general outburst of indignation and anger on the part of local sporting men, but it was thought that it would be useless to prohibit fairs and festivals in the mofussil, and to allow the races in the mofussil, which had only been passed by 12 votes against 11, but in the interim a highly placed civil servant had died of plague, and, with such a striking instance of plague amongst Europeans, the original motion, instead of being overthrown, was confirmed by 18 votes to 6. The result was received with hissing on the part of some of the strangers on the visitors' benches—a display of feeling which the Governor promptly suppressed.

THE INDIAN NATIVE INFANTRY. THE RE-ARMING QUESTION.

One of the questions that is now most seriously occupying the attention of the Indian military authorities is that of the re-arming of the native infantry, which has reached a point at which it may fairly be called urgent.

The Martini rifles now in the hands of our native troops are so worn out, points out that it is generally agreed that they can no longer be looked upon as efficient weapons for military purposes. The majority of these rifles were not new when they were issued to the native army, but were made over by the British regiments when the latter received the Lee-Enfield. They have therefore had a long life of a quarter of a century, and looking to the hard work that a military rifle has to do, it can well be understood that they require renewal.

On the other hand, it is difficult to replace the worn-out Martini nowadays, because the weapon has so far become obsolete that its manufacture has practically ceased; and besides, it may be said with some reason that if renewals are required on any extensive scale, the money would be better spent on providing a more up-to-date type of arm. The Government of India, however, will assuredly be very loth in existing financial circumstances to sanction a big extra grant for re-arming.

Admiralty and Horse Guards Gazette.

RUSSIANS AND ENGLISH. THE CONFLICT AT HANKOW.—A YAST ENTREFOIT.

THE TRADE OF THE YANGTZE-KIANG.—THE REGIME OF CONCESSIONS.

Under the above heading a very recent issue of the *Paris Matin* has a most amusing article on the recent dispute at Hankow. It begins by explaining the position of Hankow and the importance of the Yangtze, "which was opened to the trade of Europe by England," and England is now trying to prevent any other nation getting a concession in the Yangtze Valley by way of lease or otherwise. England has, indeed, the monopoly of the trade in these regions as France once had in the Levant. The competition of the other nations is bound to destroy this monopoly, as the French monopoly has been destroyed in the Levant. Once England shouted for the Open Door, because she did not expect anyone else to go through it; now her object is to shut the door tight. But it is too late.

One of these doors is the Yangtze. An English company runs steamers regularly between Shanghai and Hankow. Junkies go up as high as Chungking. "By the treaty of Chefoo, the river is free as far as Hankow, at the western extremity of China, and there is an open field for British trade to the very foot of the Tibetan plateau. Let her only open a road from Burma, and England will be mistress of an incomparable road, uniting India with the China Sea."

Unfortunately other nations are profiting by England's having opened the door to Central China, an act of which England is now repenting; and the *Matin* goes on to mention the Lu-Han railway, the importance it confers on Hankow, and the determination of Russia to have a concession there. The *Matin* continues:—

"We know what incessant difficulties the English create for us in the matter of our Concession at Shanghai. It is an analogous difficulty that they are creating for the Russians at Hankow, and with the greater ardour, because they pretend to an influence which excludes all rivalry in the Valley of the Yangtze."

"So, in a portion of the Russian Concession there has been established, since 1862, an English house of great importance, belonging to Messrs. Jardine, Matheson and Co. In order to isolate themselves and free themselves from any dependence on the Russian Consulate Messrs. Jardine and Co. resolved to emulate M. Guérin, and to wall themselves in. So they called in masons and ordered them to build round their domain an unscalable wall, behind which the Russian authorities could exercise no surveillance, nor do anything else."

"In these cities in the interior of China, the Concessions have an armed force at their disposal. The English Consul placed his men under the orders of Messrs. Jardine & Co. to protect them in building their rampart. This was a violation of the rights attached to the Russian Concession of 1866. The Muscovite Consul then sent in his turn some cossacks, who not only obliged the English soldier—one unarmed and constable!—to retire, but, more yet, dispersed the masons."

"The English Consul telegraphed at once to the Consul-General at Shanghai, who ordered a gunboat to proceed up the Yangtze and bring her broadside to bear opposite the English Consulate (*sic*), sailors were landed to protect the Jardine property, and another gunboat is on the way with reinforcements."

"It is obvious that the situation is very strained at Hankow."

"If we consider how acute are the English pretensions over the whole Valley of the Yangtze, the importance of the Russian trade in that valley, which Russia holds by treaty of 1866, it is easy to understand how serious the matter is, and why the English Press is so reserved about it."

"But the conflict has now taken a diplomatic course. England is too occupied in South Africa to undertake any serious engagements in the Far East."

The *Matin* makes an excellent story of it, but the point that touched us all here is in the closing sentence.

SHIPPING REPORTS.

Captain Cobban, of the steamship *Esmeralda*, from Manila, reports:—Moderate breeze from N. and N.E. with fine weather.

Captain Maddox, of the steamship *Charterhouse*, from Singapore, reports:—Fine weather throughout with light N.E. and northerly winds.

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.982
Thermometer.....76.2
Humidity.....71
Rainfall.....5.794

Tuesday, 17th October, 1899.
Chinese—13th of 9th moon of 25th year of K'uang-shi.

Sun—Rises.....5hr. 59min.
Sets.....5hr. 34min.
High water—Morning.....7hr. 23min.
Afternoon.....7hr. 30min.
Low water—Morning.....1hr. 5min.
Afternoon.....1hr. 30min.

ANNIVERSARIES.
1842—St. John's Cathedral, Hongkong, dedicated.
1853—Luchess of Edinburgh born.
1854—Siege of Sebastopol commenced.
1862—Outbreak of Cholera in Victoria Gaol.
1880—*Glennfirth* and *Camorta* collision in Hongkong Harbour.

1885—Piracy on board the steamer *Greyhound* 70 miles from Hongkong; Captain Sydes killed.
1889—The German barque *Oscar Moser* lost on the Pratas Shoal.
1893—Earthquake at Taipei, Formosa.
1896—Dr. Sun Yat Sen detained in the Chinese Embassy, London. British barque *West York* towed into Hongkong disabled.

1898—Strait's Legislature prohibit the importation of Japanese yen.

TO-MORROW.
Wednesday, 18th October, 1899.
Chinese—14th of 9th moon of 25th year of K'uang-shi.

Sun—Rises.....5hr. 59min.
Sets.....5hr. 34min.
High water—Morning.....7hr. 23min.
Afternoon.....7hr. 30min.
Low water—Morning.....1hr. 5min.
Afternoon.....1hr. 30min.

ANNIVERSARIES.
1836—The Viceroy issued orders for the expulsion of twelve foreign opium merchants from Canton.
1860—The Imperial Summer Palace at Peking burnt by the British forces.
1875—British barque, *Ronde* destroyed by fire at Manila.
1892—At a meeting of the Chartered Mercantile Bank of India, London, and China a scheme of reconstruction was approved.
1896—Collision at Wussong between the steamships *Wangsang* and *Oscarthal*.
1897—The Japanese battleship *Fuji* arrived from England.
1898—American Peace Commissioners refuse to assume any of the Cuban Debt. Americans occupy Porto Rico.

SHIPPING AND MAIL NEWS.

MAILS DUE.
German (*Byern*) to-morrow.
Indian (*Suisang*) 19th inst.
Australian (*Changsha*) 22nd inst.
French (*Amann*) 23rd inst.
Australian (*Gultrie*) 24th inst.
American (*Coptic*) 26th inst.
Canadian (*Empress of India*) 9th prox.
American (*America Maru*) 11th prox.

The C. M. Co.'s steamer *Changsha* will leave Manila for Hongkong on the 19th inst.

The N. P. S. S. Co.'s steamer *Queen Adelaide*, sailed from Portland Oregon on the 15th inst. for Japan and Hongkong.

The steamer *Kasuga Maru* (Australian line) left Manila for this port 16th Oct. p.m. and is expected to arrive here on the 19th October a.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba.....at Kowloon Dock.
Isla de Luzon....." "
Sinla....." "
Liberal....." "
Breconshire....." "
May Flint....." "
Dr. Hunt Jung Kier....." "
Athenian....." "
Petrarch....." "
D. Juan d'Australia.....Cosmopolitan.

PASSED THE CANAL.
Outward—22nd September—*Malacca*, 26th September—*Energy*, *Adria*, *Anapa*, *Bamberg*, *Voronez*, 29th September—*Annam*, 3rd Oct.—*Andros*, *Trion*, *Kintack*, *Indobanda*, *Hakata Maru*, 6th October—*Japan*, *Tarri*, *Undaunted*, *Idonemene*, 10th October—*Ayr*, *Konigsberg*.

Homeward—10th Oct.—*Formosa*, *Wakasa Maru*.

Ship. Arrivals.

SIAM, British steamer, 992, J. F. Messer, 16th Oct.—Bangkok 9th Oct., General.
BRADLEY & Co.

BAVARIAN, German steamer, 634, E. Prehn, 17th Oct.—Bremen 18th Sept. and Singapore 12th October, Mails and General—Melchers & Co.

HUP, French steamer, 704, P. Merlees, 17th Oct.—Haiphong 14th Oct., and Hoihow 16th, General—A. R. Marty.

CHARTERHOUSE, British steamer, 1,278, Maddox, 17th Oct.—Singapore 10th Oct., General—Joo Tak Sing.

VICTORIA, American steamer, 2,112, John Patton, 17th Oct.—Manila 14th October, Ballast—Dodwell & Co.

ESMERALDA, British steamer, 966, A. R. W. Cobban, 17th Oct.—Manila 14th Oct. Hemp and Cigars—Shewan, Tomes & Co.

ADOLPH OBERG, American bark, 1,362, Armbrury, 17th Oct.—New York 3th May, Case Oil—Standard Oil Co.

BELLEROPHON, British steamer, 1,288, Lyons, 16th Oct.—Panama 5th Oct.; Sugar—Butterfield & Swire.

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust. "Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords the great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Wadkins & Co., Hongkong—*Adm.*

ELSE, German steamer, 993, F. Petersen, 17th Oct.—Samarang 5th Oct., Sugar—Siemens & Co.

Entertainments.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE.	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU.....	U.S.A., via KOBE & YOKOHAMA, MARSEILLES, LONDON & ANTWERP.	SATURDAY, 21st October, at Noon.
KASUGA MARU.....	WERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SAFURDAY, 21st October, at 4 P.M.
HAKUAI MARU.....	NAGASAKI, KOBE and YOKOHAMA.	THURSDAY, 26th October, at Noon.
YAWATA MARU.....	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEL-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI.	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 3rd November, at Noon.
	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

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Dr. OVERLACH'S MIGRAINE

"LION BRAND" In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c. FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

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(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties. It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO., SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS! 134

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MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

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DOUGAL'S REGISTERED LIST containing names of 20,000 Families advertised for, to claim property and money since 1700. Price 1s. 6d., post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery. DOUGAL & CO., 62, Strand, London, England, Est. 1844. A fortune may await you. Wills searched for.

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, LINN, MANN & CO. Hongkong, 11th September, 1899. 139

SIEN TING, SURGEON DENTIST.

No. 10, D'AGULAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1899. 143

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CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

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MARINE GLASSES and SPYGLASSES.

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Quality B..... \$10

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SUI SANG,

(Lately Practising with Dr. I. SAKATA),

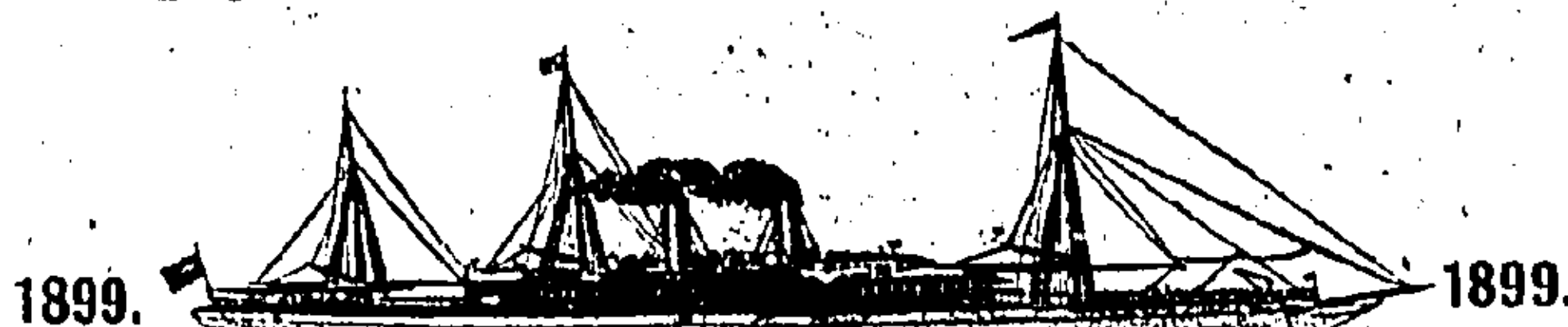
DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. 142

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, saving THREE DAYS in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. 13

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. 1310

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & CO., Bank Buildings.

Hongkong, 9th March, 1897. 111

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*HEIDELBERG.....	HAVRE and HAMBURG.	About 5th November.	Freight and Passage.
ANDALUSIA.....	(LONDON with transhipment in HAMBURG)	About 15th November.	Freight and Passage.
Schönfeldt.....	(LONDON with transhipment in HAMBURG)	November.	Freight and Passage.
*SIBIRIA.....	HAVRE and HAMBURG.	About 20th November.	Freight and Passage.
Hildebrandt.....	(LONDON with transhipment in HAMBURG)	November.	Freight and Passage.
BAMBERG.....	HAVRE and HAMBURG.	About 20th November.	Freight and Passage.
Mayer.....	(LONDON with transhipment in HAMBURG)	November.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra..... 3,406 about Oct. 23

Carmanthenshire..... 2,929 about Nov. 15

Carlisle City..... 3,002 about Dec. 15

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 22nd October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1899. 1330

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagasaki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

*Alga (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 16th October, 1899. 1330

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Breconshire..... 3,567 J.G.E. Elliott | Oct. 28

Queen Adelaide..... 2,832 F. McNamee | Nov. 18

Saint Irene..... 3,877 W. Atterton | Dec. 9

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberfeldi..... 3,777 J. Murray | Nov. 11

Monmouthshire..... 2,874 W.A. Evans | Dec. 23

Aberfeldi..... 3,777 J. Murray | Jan. 27

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47. Excellent accommodation. First-class Tables: DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 14th October, 1899. 14

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th Nov., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th Nov., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Dec., at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

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For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 14th October, 1899. 1330

THE DARJEELING DISASTER:

TERRIBLE LOSS OF LIFE.

GREAT DESTRUCTION OF PROPERTY.

CALCUTTA, September 26th.

At Darjeeling, on Sunday, a heavy down-pour of rain occurred causing several landslides. On Monday there were slight shocks of earthquake felt. The rainfall for the first thirty hours was fifteen inches and in all twenty-eight inches of rain fell in thirty-eight hours. Authentic reports show the loss of nine European children and seventy natives. The children were killed at schools at Arcadia, Ida Villa, and four small villas elsewhere. All adult Europeans seem to have escaped. About a thousand acres of tea have been destroyed. The estates surrounding half the eastern slopes on Darjeeling Spur, from Jalapahar to Birch Hill, have slipped three thousand feet.

The water-supply pipe has been destroyed and the electric light plant damaged. All wires throughout the station have been damaged, and Darjeeling is in complete darkness. Intelligence has been wired from Jalapahar that three Europeans and six natives were crossing the Teesta River when the boat was swamped by the high waves and sunk within a quarter of a mile of the ghaut. One boatman was picked up fourteen miles down the river, and he reported that the Europeans jumped overboard and were not seen again.

CALCUTTA, September 27th.

The railway line between Darjeeling and Sonada will probably be

BLOCKED FOR TWO MONTHS.

The damage to Darjeeling has been exceptionally heavy. The lower sections of the telegraph wires have been broken, and both the upper and lower Paghajhorah have been carried away. The upper road from Kurseong to Darjeeling is impassable, and passengers can only be booked to Siliguri.

The Lieut-Governor intends trying to reach Darjeeling, probably on Friday. A telegram to Sir James Woodburn states that fifty per cent. of the eastern slope of Darjeeling and the lower part of Rangeroon has gone. Extreme damage has occurred below the Eastern Mall; and three thousand feet of water pipe have gone. Several roads are blocked and lengths carried away. Great damage has been sustained by the railways. The electric light plant has been damaged, and the wire smashed throughout the station. The police, the military, and the public are working to remedy matters.

The latest news states that Phool Bazaar was completely inundated and ruined; and that nearly two hundred of the inhabitants have been killed.

At Tamsong Buxee twenty-one bodies have been found, but it is believed that twenty additional have been killed there. The public funeral of five European children, the bodies of whom have been found, took place yesterday, the band of the Royal Munsters leading. The five coffins, carried by soldiers, came next, followed by school children, and the public of all classes and religions. The Archdeacon of Calcutta read the service at the grave.

The Lieut-Governor and other leading officials and dignitaries were all represented.

CALCUTTA, September 27th.—(Later.)

The electric light plant is buried beneath the ruined turbine shed.

News from Rungli shows that great damage has happened to the gardens there. At Poomona, through the turbine being broken, 12 coolies were killed, and a number of dead bodies have been excavated from the ruins of the Happy Valley estate.

Lady Woodburn is housing sixty children in the Durbar Hall. The bodies of the remaining four children are still undiscovered.

The Royal Munsters are working splendidly, searching for the dead and clearing the roads. In the boat accident at Testa the Europeans, who were missed are reported to have been drowned.

CALCUTTA, September 28th.

H.E. the Lieut-Governor stated in Council to-day that the number of lives lost in the Darjeeling disaster cannot be less than four hundred.

Although the railway authorities were only booking for Siliguri, the mail train yesterday was crowded, parents being anxious to reach Darjeeling somehow and to see if their children were safe. A storm of rain has been greatly felt at Siliguri. Wood-built huts have been torn down and the plague camp has been destroyed.

The Teesta passes are closed by the swollen and terrific condition of the river. The passes are not quite so high now as when the recent boating disaster occurred.

From Kurseong it is stated that there are numerous slips along the line. The first of importance is at Rungli. The line there is blocked for a distance of two hundred yards, and a gang of men is now engaged in clearing away the debris. There is a great slip at Paghajhorah, part of which is cleared.

Margaret's Hope Estate has lost one hundred acres of tea land and the factory is entirely destroyed. The coolie lines are buried.

The disaster of a lack of something which we may designate as grip. A murder such as that of Mr. Fleming, or a resistance to arrest such as that offered by M. Guérin, would be impossible in England; and in no other country pretending to a measure of civilisation could there conceivably occur such a miscarriage of justice as we have witnessed at Rungli, any more than one can conceive an English prince of the blood embracing a scoundrel whom the War Office had found convenient to acquit. The single policeman maintaining order in the streets of London because he represents the law which those around him desire to have upheld, and which they would help him in emergencies, to uphold. The sentiment in China is exactly the reverse: the Yamen runners are strong to oppress the individual, because they encounter no such resistance as would be opposed in England by the community. Huc's interlocutor advises him to leave questions of policy to the mandarins, and the average French bourgeois is content to accept the *chou foute* in the same spirit. So long as he and his property are protected, a Dreyfus may go hang.

It is due to this want of grit on the part of the Administration, and to this absence of grit on the part of the community, that every shock by outbreaks of brigandage in China. The campaigns of 1842 and 1856-8 were followed by outbreaks of rebellion over half the Empire, and of piracy in all its seas. The occasion brought out two men who proved capable of dealing with the emergency, and who, consequently, probably, if they had chosen, have employed the forces under their command to overthrow the dynasty in turn. Tseng Kwo-fan and Li Hung-chang put down insurrection inland; and British gunboats were mainly instrumental in restoring order on the coasts. For awhile there was peace, and as near an approach to order as a Government of the Chinese standard can

The Munsters are searching for lost children to-day.

If they are unsuccessful it is understood they will desist to-morrow.

The loss of life at Phool-bazaar appears to be about one hundred now.

A SEARCH PARTY ENGULFED.

Twelve men, who were digging at Tamsong, searching for bodies and clearing away the debris, were submerged by another land slip. The bodies have been recovered.

THE BOATING DISASTER.

With regard to the boating disaster, a trolley man and two more boatmen returned to-day, making five natives saved.

THE ADA VILLA ACCIDENT.

The following is an extract from a lady's letter, regarding the Ada villa catastrophe:—

On Monday at 1.30 a.m. Mrs. Powell heard knocking and calling outside, she found Mrs. Warner, and her daughter Edith, and two lady teachers, who said they needed help for several children buried under the floor.

The Rev. Mr. Mackay and the Rev. Mr. Fleming at once sent a servant for the police, while they themselves went to Mr. Earle, Deputy Commissioner. The Powells, attended to their guests, who were wringing wet with out hats, cloaks or umbrellas, and covered with mud. They explained that early in the night the godowns at Arcadia were swept away, and fearing the whole building would fall they at once, with the children, dressed and went away, to take refuge at Ida Villa, where they tried to make themselves comfortable in the drawing room, lying on the floor.

The little ones praying, while, happily the others fell asleep; when all at once the bank behind gave away. That one room was buried, and after saving as many as possible Mrs. Warner and her daughter hurried through the window, and, with help, two others followed.

The road was impassable so they climbed up the chud, clinging to shrubs and anything they could lay hands upon. Their skirts were so heavy with water that they had to stop at each step to fold their clothes around them. They could get no help until they arrived at Mrs. Powell's.

THE BIGGEST FLOOD FOR YEARS.

The Festa Valley flood is the biggest known for years. Hundreds of acres of rice land have been swept away, as well as the whole of the buildings, and large numbers of cattle have also been lost.

BOMBAY, September 29th.

Upon hearing of the disaster at Darjeeling the Queen sent a telegram to the Viceroy, expressive of her profound sympathy with the bereaved European and native families, and asking for further details.

THE PRETENCE OF KRUGER

The successful efforts of the Transvaal Government to obtain ammunition caused the *Globe* to write in the following strain:—

From one illegal step the Transvaal Government proceeds to another, and a worse. Although its continuous importations of arms and ammunition through Portuguese territory may possibly be in accordance with treaty rights with that Power, there can be no question about the proceeding being a direct violation of the spirit of the 1854 Convention. Nor is Mr. Kruger blind to that fact; it is stated that, as a method of persuading the Portuguese authorities at Lorenzo Marques to pass the contraband cargoes of two newly-arrived ships, he telegraphed to them that, as a *modus vivendi* with Great Britain is assured, the seizure of the Transvaal would not raise any objection. As, however, this bold mendacity did not produce the intended effect, the President forthwith commissioned Dr. Leyds to protest to Lisbon and remonstrate with the Portuguese Government for its alleged breach of treaty obligations. Here, then, we have a direct appeal made by the Pretoria Government to a European Power, in a matter not connected with the internal administration of the Republic, but obviously belonging to that sphere of external control which the Convention assigns to England exclusively. Instead of instructing Dr. Leyds to bully the Lisbon Government, it was Mr. Kruger's duty to forward his remonstrance through Mr. Conyngham to London, and to let the British Government, he practically claims an independent position for the Republic in foreign affairs as well as in domestic, thus violating the very treaty by which the Boers are entitled to Home Rule. It is now abundantly clear that Mr. Kruger, really pretending to consider the proposal, really sought to gain time for the arrival of the two shipments of Mauser ammunition which had reached Lorenzo Marques. Without this supply, the Mauser rifles just issued to the burghers might almost as well have been kept in store; it is believed that very little of the ammunition they require is on hand at Pretoria.

PIRACY IN CHINA.

Excluding Clericalism, which is, happily, not racy of the soil, there is a good deal of resemblance between the state of the body politic in France and China. There is the same cultism on the part of the masses, and moral cowardice on the part of the middle classes which leaves a dominant clique to tyrannise at will. The Central Government has power over individual subordinates: A Marquis de Galliffet can dismiss a General Negrier, and the Emperor could dismiss a Governor of Kwelchow if he were required; but there is, in each country, a lack of something which we may designate as grip. A murder such as that of Mr. Fleming, or a resistance to arrest such as that offered by M. Guérin, would be impossible in England; and in no other country pretending to a measure of civilisation could there conceivably occur such a miscarriage of justice as we have witnessed at Rungli, any more than one can conceive an English prince of the blood embracing a scoundrel whom the War Office had found convenient to acquit. The single policeman maintaining order in the streets of London because he represents the law which those around him desire to have upheld, and which they would help him in emergencies, to uphold. The sentiment in China is exactly the reverse: the Yamen runners are strong to oppress the individual, because they encounter no such resistance as would be opposed in England by the community. Huc's interlocutor advises him to leave questions of policy to the mandarins, and the average French bourgeois is content to accept the *chou foute* in the same spirit. So long as he and his property are protected, a Dreyfus may go hang.

It is due to this want of grit on the part of the Administration, and to this absence of grit on the part of the community, that every shock by outbreaks of brigandage in China. The campaigns of 1842 and 1856-8 were followed by outbreaks of rebellion over half the Empire, and of piracy in all its seas. The occasion brought out two men who proved capable of dealing with the emergency, and who, consequently, probably, if they had chosen, have employed the forces under their command to overthrow the dynasty in turn. Tseng Kwo-fan and Li Hung-chang put down insurrection inland; and British gunboats were mainly instrumental in restoring order on the coasts. For awhile there was peace, and as near an approach to order as a Government of the Chinese standard can

hope to attain. The Japanese war upset the apple-cart again; and a general scramble for the fruit, on the part of bystanders, has ensued, this time, what chance the Government might have had of restoring the pile. It is characteristic that the Two Kwang should set an example of turbulence, and that the thousands who live there, habitually, on the margin between order and disorder should throw off restraint. It is never easy to define, in China, precisely where brigandage ends or rebellion begins. All that can be said is that the Provincial Authorities have been able, so far, to prevent the line being overpassed by the unruly hands which are still not repressed in Kwangse. Brigandage ashore is matched by piracy afloat, and we seem here to experience an indifference, if not complicity, on the part of those in authority which gives occasion for grave anxiety to residents and others interested in the trade of Hongkong. Piracy is rarely absent from Canton waters. A province full of inlets and waterways, inhabited by a population naturally turbulent and enjoying the immunities of life afloat, can never be easy to control. It used to be proverbial that Canton junks were fishermen or pirates, as occasion served, and if there was a period when the forces of order as represented by steam got the upper hand, the pirates seem to be availing themselves of steam, now, to redress the balance. Of piracy by junks there are still, no doubt, more than enough; but piratical attacks by armed launches on other launches attract more notice and cause more alarm. There have been reports after reports, lately, of such cases—as well as of the old-fashioned practice of pirates disguised as passengers riding the real passengers and escaping with their haul. Remonstrances addressed to the Canton Government have evoked no genuine efforts at repression, and there is every indication that the British gunboat will again be required to intervene. The case which seems to have brought irritation in Hongkong to a climax occurred, inconspicuously enough, to a steamer under the Portuguese flag, sailing from Macao. The *Taiyang* was nearing Hongkong, on her way to Samshui, when she was attacked by pirates who ranged up alongside in a steam launch, firing their rifles but cannon not being used. The pirates, who were hooked on alongside, boarded, drove the crew below, shot the single (Portuguese) officer who seems to have offered any resistance, robbed the unresisting passengers, and carried off a passenger and member of the crew. The staff for some purpose as yet undisclosed. The significance of the outrage will be appreciated when we add that the launch itself had been previously pirated: the fact that it was well-known as engaged constantly in towing seems, indeed, to have facilitated the piracy, as those on board the *Taiyang* were unprepared for the travesty, and taken by surprise. It would be easy, of course, if this were an isolated case, to say the task of punishment devolved on the outraged flag. What we have to recognise is that it is only a flagrant instance of a prevalent pest; and that the preponderant interest represented in Hongkong will surely oblige the British Government to intervene. There is not, evidently, at Canton, either the vigour or singleness of purpose necessary to restore order. Whether or not the tale be true that three torpedo boats engaged by the Viceroy for police purposes passed their time, instead of towing junks and reeling on the coast, whether or not it be true that the pirates themselves have relations with the officials ashore—experience teaches us that the restoration of order by unaided Chinese authority would be the work of a generation, or two, or three, if it happened at all. If the waterway's around Canton and the West River are to be policed, it must be done by British energy, if not under the British flag. The question may arise whether the work shall be done by *Sandwiches*, or whether the Viceroy shall be required to entrust to British officers the equipment, organisation, and employment of a Chinese force; but it is clear that necessity has arisen for a display, in Kwangtung as well as in Kweichow, of a purpose and determination which have been conspicuously absent from our policy ever since Sir Michael Hicks-Beach shrieked war and ran away. The occasion may serve, in either case, to demonstrate the ascendancy of British interests in Kwangtung. *London and China Express.*

Intimations.

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Hongkong, 22nd September 1898.

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at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

"THALES."
Captain Hall, will be despatched for the above Ports, TO-MORROW, the 18th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 17th October, 1899. [1303a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARRATOUN APCAR,"
Captain E. Fey, will be despatched for the above Ports, on THURSDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 16th October, 1899. [1304a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship
"CHANGSHA,"
Captain Moore, will be despatched as above on SUNDAY, the 22nd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th October, 1899. [1277a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" & "WUCHOW,"
will be despatched alternately from Messrs. DOUGLAS LARPAK & Co.'s Wharf, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG-MIN, KANGTUCK, SAMSHUI, SHIHUING and TAKIAT.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals.
HONGKONG TO SAMSHUI.
Single Fare \$10.00
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Single Fare \$20.00
Return Fare 35.00

The attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" at "CAVES."

For further Information, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th October, 1899. [1307a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th October, 1899. [1265a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched as above on SATURDAY, the 21st instant, at 4 P.M.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 11th October, 1899. [1292a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"TAMSUI MARU,"
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to
ITSUI BUNSAN KAISHA,
Agents.
Hongkong, 16th October, 1899. [1213a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"
Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th October, 1899. [1218a]

Shipping.

STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARGYLL,"
will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" to sail about 31st October.

S.S. "ST. JEROME" to sail about 15th Nov.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 13th October, 1899. [1941a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA,"
J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 11th October, 1899. [1268a]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.
THE 3/3 A.L. American Ship

"ST. MARK,"
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, 20th September, 1899. [1198a]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
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SUBSCRIPTIONS.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

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Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

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For full particulars &c., &c., Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135]

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SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR
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EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1894. [139]

Consignees.

TOYO RISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship
"NIPPON MARU,"
are hereby notified that their Goods are at their risk being discharged into Lighters and on land into our Godowns at Yanchai and delivery may be had either from Lighters or from our Godowns upon counter-signature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.
Hongkong, 11th October, 1899. [1310]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship
"MARIA VALERIE,"
having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 17th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 11th October, 1899. [1257a]

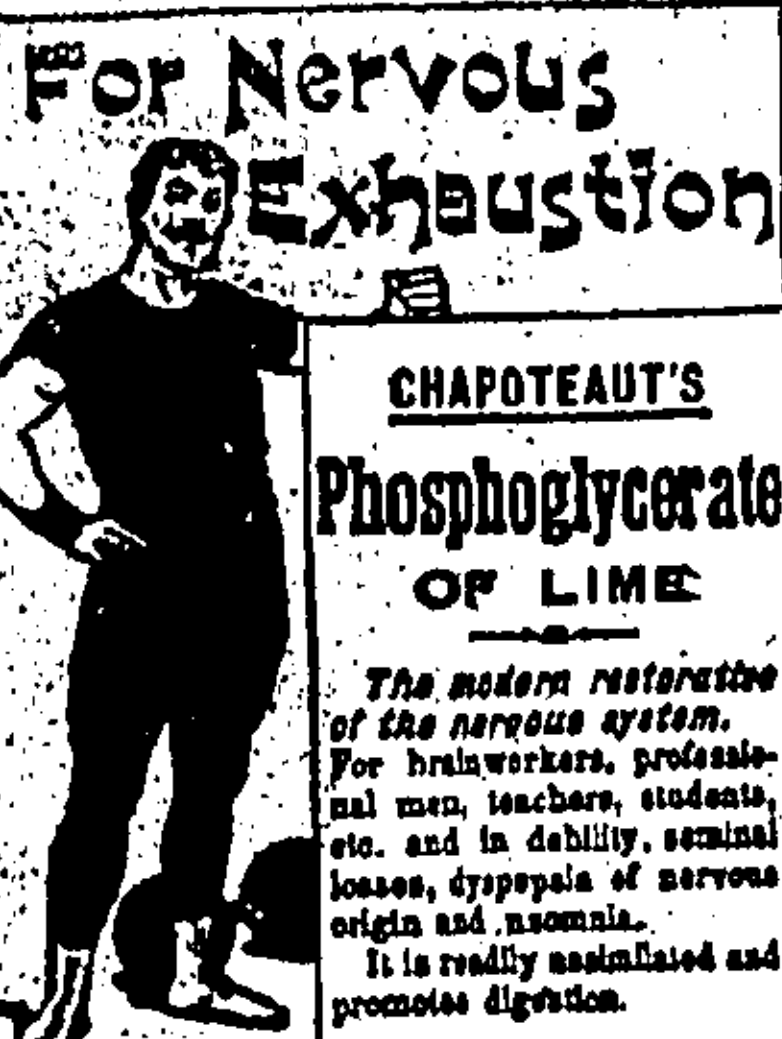
NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
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Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and

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Exhaustion**



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Phosphoglycerate
OF LIME**

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NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours—

CHALLENGER, Amer. ship, Gould—Arnhold, Karberg & Co.

REUCK, American ship, D. Whitmore—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS.

(October 17th.)

Banks.

Hongkong and Shanghai Banking Corporation—335 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 1/2 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—25-5 buyers.

National Bank of China, Ltd.—27 buyers.

Do. Do. —27 buyers.

Marine Insurances.

Union Insurance Society of Canton, Ltd.—\$242 ex div.

China Traders' Insurance Co., Limited—\$603 ex div.

North China Insurance Co., Ltd.—Tls. 200.

Yantai Insurance Assoc. Ltd.—\$124.

Canton Insurance Office, Ltd.—\$145 ex div.

Straits Insurance Co., Ltd.—\$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$88.

Shanghai Fire Ins. Co., Ltd.—\$100.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$30.

Indo-China Steam Navigation Company, Ltd.—\$81.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$478.

China Mutual S. N. Co., Ltd.—(Preference)—\$90 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$50 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3 buyers.

Star Ferry Co., Ltd.—\$194.

Rodermies.

China Sugar Refining Co., Ltd.—\$138.

Luzon Sugar Refining Co., Ltd.—\$54.

Mining.

Punjom Mining Co., Ltd.—\$10.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$245.

Yeleu Mining, Limited—\$345.

South Africa Gold Mining Co., Ltd.—\$67.

Olivera Freehold Mines, Ltd.—(A) \$11.50.

Olivera Freehold Mines, Ltd.—(B) \$6.50.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$2.

Drinks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$15.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$2.

Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.

New Amoy Dock Co., Ltd.—\$184.

Land, Hotels and Buildings.

China Preference Loan and Mortgage Co., Ltd.—\$50 buyers.

Hongkong Land Investment and Agency Co., Ltd.—\$107.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$30.

Hongkong Hotel Co., Ltd.—\$125.

Humphreys Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$29.

China Cement Co., Limited—10 buyers.

S. Watson & Co., Limited—\$1675.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Geo. Fenwick & Co., Ltd.—\$424.

Hongkong Ice Co., Ltd.—\$127.

Hongkong High-Level Tramways Co., Ltd.—\$174.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell Moore & Co., Ltd.—\$15 buyers.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bell's Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$50.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Lau-kung-mung Cotton Spinning & Weaving Co., Ltd.—Tls. 75.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yehlong Cotton Spinning Co., Ltd.—Tls. 55.

Tobacco Planting Co., Ltd.—\$5.

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Hongkong, 17th October.

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Credits, 4 months' sight 1/11

Diments, 4 months' sight 1/11

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Bank Bills, on demand 2/41f

Credits, 4 months' sight 2/47

ON NEW YORK, Bank Bills, on demand 47

Credits, 30 days' sight 47

ON BOMBAY, Telegraphic Transfer 1/14f

On demand 1/14f

ON SHANGHAI, Telegraphic Transfer 73

Private, 30 days' sight 73

ON YOKOHAMA, T.T. 63 per cent. prem. \$1047

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Bar Silver 26 11/16

Dollars 31 per cent. prem.

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Mr. G. H. Dann
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Mr. P. Dow
Col. G. J. H. Ewart
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Capt. C. B. Simmonds
R.A.
Mr. Hugo Silvestri

VESSELS IN PORT.

Steamers.

ARRATOON APCAR, British steamer, 2,879, E. Fey, 12th Oct., Calcutta 26th Sept., and Hongkong 7th October, General—David, Sassoon Sons & Co.

ATHENIAN, British steamer, 2,440, H. Mowatt, 12th Oct.,—Manila 9th Oct., Ballast—U. S. Trooper.

BRECONSHIRE, British steamer, 2,323, Elliott, 8th Oct.,—Colombo 20th Sept., Ballast—Dodwell & Co.

CHUNSHAN, British steamer, 1,474, E. J. Buller, 16th Oct.,—Java 7th Oct., Sugar—Jardine, Matheson & Co.

CITY OF DUBLIN, British steamer, 2,155, Rae, 14th Oct.,—Haiphong 11th Oct., Ballast—Dodwell & Co.

CONCH, British steamer, 2,205, Stock, 13th Oct.,—Singapore 6th Oct., Kerosine—Arnhold, Karberg & Co.

DAPHNE, German steamer, 1,292, Th. Nissen, 13th Oct.,—Mojil 8th Oct., Coal—Siemssen & Co.

DEUTEROS, German steamer, 1,001, E. Petersen, 15th Oct.,—Saigon 11th Oct., Rice—Siemssen & Co.

DR. HANS JUNG KIER, Norwegian steamer, 591, H. Lersbryggen, 13th Oct.,—Yokohama 6th Oct., Ballast—Harting, Buschmann & Menzell.

EXPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 4th Oct.,—Yancowever, B.C. 12th Sept., and Shanghai 1st Oct., Mails and General—C. P. R. Co.

HEIDELBERG, German steamer, 2,145, R. Schieder, 13th Oct.,—Singapore 2nd Oct., General—Siemssen & Co.

HINSHAN, British steamer, 1,526, Crockett, 13th Oct.,—Java Ports, (Chevillon) 4th Oct., Sugar—Jardine, Matheson & Co.

HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 9th Oct.,—Yokohama 29th Sept., Kobe 3rd Oct., and Nagasaki 5th, General—Melchers & Co.

HONGKONG, French steamer, 847, Bastian, 15th Oct.,—Haiphong and Hoihow 14th Oct., General—A. R. Marty.

JASON, British steamer, 1,415, W. Lyett, 16th Oct.,—Penang and Oct., and Hoihow 15th, General—Butterfield & Swire.

KAGIHARU-MARU, Japanese steamer, 2,443, S. Fujiki, 16th Oct.,—Mojil 11th Oct., Coal—Mitsui Bussan Kaisha.

KINSHIU MARU, Japanese steamer, 2,450, W. Brady, 6th Oct.,—Shimonoseki and Oct., General—Nippon Yusen Kaisha.

KONG BENO, British steamer, 862, F. W. Joslin, 14th Oct.,—Saigon 6th Oct., Rice and General—Butterfield & Swire.

LOOSAN, British steamer, 1,020, J. B. Jackson, 12th Oct.,—Bangkok 1st Oct., and Koh-si-chang 4th, Rice and Timber—Butterfield & Swire.

MACHAON, British steamer, 4,276, W. T. Han-nah, 16th Oct.,—Liverpool 9th Sept., and Singapore 11th Oct., General—Butterfield & Swire.

MONKOUR, British steamer, 850, N. G. Major, 14th Oct.,—Koh-si-chang 2nd Oct., Rice—Yuen Fat Hong.

NANSHAN, American steamer, 1,344, Stovell, 26th Sept.,—Manila 22nd Sept.

NIPPON MARU, Japanese steamer, 3,302, J. F. Allen, 10th Oct.,—San Francisco 12th Sept., and Shanghai 8th Oct., General—P. & O. S. N. Co.

ON SANO, British steamer, 1,787, J. Young, 7th Oct.,—Saigon 1st Oct., Rice and Rice—Jardine, Matheson & Co.

PETRAKOR, German steamer, 1,352, Necker, 8th Oct.,—Samrang 2nd Sept., and Labuan 30th, General—Lauis, Wegener & Co.

PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 14th Oct.,—Koh-si-chang 7th Oct., Rice and Timber—Yuen Fat Hong.

PROGRESS, German steamer, 687, P. Brandt, 16th Oct.,—Tauron 13th Oct., Coals and General—Chinese.

SANPAKAY, German steamer, 1,374, E. Muhle, 12th Oct.,—Sandakan 5th Oct., Timber—Melchers & Co.

SAVOIA, German steamer, 1,622, F. Fuger, 15th Oct.,—Fochow 12th Oct., General—Carlowitz & Co.

SIBIRIA, German steamer, 3,347, F. Brann, 15th Oct.,—Singapore 9th Oct., General—Siemssen & Co.

SYDNEY, French steamer, 4,232, Aubert, 13th Oct.,—Maitelles 3rd Sept., and Saigon 15th, Mails and General—Messageries Maritimes.

TAICHOW, British steamer, 862, P. Primrose, 13th Oct.,—Bangkok 2nd Oct., Rice and General—Butterfield & Swire.

TERRIER, Norwegian steamer, 1,008, G. Kampford, 14th Oct.,—Singapore 5th October, Timber—Order.

TETARTOS, German steamer, 1,574, T. Desler, 14th Oct.,—Saigon 9th October, Rice—Siemssen & Co.

THALES, British steamer, 820, Crowe, 15th Oct.,—Taiwanfo 12th Oct., Amoy 13th, and Shaw 14th, General—Douglas, Laprak & Co.

THYRA, Norwegian steamer, 2,150, Edwardson, 12th Oct.,—Mojil 6th Oct., Coal—Butterfield & Swire.

VENUS, American steamer, 612, D. Imas, 12th Oct.,—Manila 9th Oct., General—Brandao & Co.

WONKOKI, British steamer, 1,115, H. B. Brooke, 15th Oct.,—Bangkok 1st October, Teak and Rice, &—Chinese.

Sailing Vessels.

ETHA RICKMERS, German ship, 1,754, Jeh. Bencke, 22nd Sept.,—Cardiff 13th May, Coal—Arnhold, Karberg & Co.

GILO, German bark, 1,324, Hemmer, 8th Oct.,—New York 26th May, Kerosine Oil—Standard Oil Co.

JOSEPHUS, American ship, 1,547, P. Gilkey, 10th Aug.,—New York 25th April, Case Oil—Standard Oil Co.

LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.,—Callao Peru 21st July, Iron—Order.

MANUEL LLAGUNA, American ship, 1,649, C. V. Small, 7th Oct.,—Shanghai 3rd October, Ballast—Siemssen & Co.

MARY L. CUSHING, American bark, 1,422, 1st Oct.,—New York 16th May, Case Oil—Order.

MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.,—New York 24th April, Case Oil—Standard Oil Co.

RETRIEVER, British schooner, 96, Parker, 8th Sept.,—Honolulu 16th July, Ballast—Order.

REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.,—New York 30th May, Case Oil—Standard Oil Co.

SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Philippine Islands and Aug., Ballast—Order.

ST. JAMES, American bark, 1,453, R. M. Tapley, 29th Sept.,—Manila 13th Sept., Ballast—Reuter, Bruckelmann & Co.

STANFIELD, British bark, 560, Wilson, 8th Oct.,—Rajang 17th Sept., Timber—Order.

STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.,—New York 20th May, Kerosine Oil—Standard Oil Co.

WARATAH, British schooner, 25, Haynes, 23rd Sept.,—Takow 15th Sept., Ballast—Mr. F. W. Hall.

WM. H. CONNER, American ship, 1,424, J. T. Enskine, 14th Oct.,—New York 7th May, and Rio Janeiro 11th July, Kerosine—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 17th, 1899.

Alacrité, despatch-vessel, 1,700 tons, 10-6-pd. 41 guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. W. Slade, Fochow.

Aurora, British cruiser, 5,500 tons, Capt. E. H. Bayly, cruising.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., cruising.

Bonaventure, 2nd class cruiser, 1,360 tons, 14 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Hongkong.

Brist, British cruiser, 1,770 tons, 6 guns, 5,000 i.h.p., Capt. Wray, cruising.

Centurion, 1st class battleship, 10,000 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, cruising.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. W. Ingham, cruising.

Endymion, British cruiser, 1,350 tons, Capt. G. A. Callaghan, Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai.

Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut-Com. R. Keyes, cruising.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, 2nd class cruiser, 4,300 tons, 9,000 i.h.p., 18 guns, Capt. R. S. D. Cumming, Hongkong.

Hunter, sloop, 1,440 tons, 800 i.h.p., Com. H. Davidson, Hongkong.

Iphigénie, 2nd class cruiser, 3,600 tons, 7,000 i.h.p., Capt. H. N. Dudding, cruising.

Linné, gun-vessel, 756 tons, 2 heavy guns, 4-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.

Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan.

Pedestal, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. P. S. S. 1st, Manila.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. J. F. E. Green, Shanghai.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. S. V. Y. De M. Cowper, Fochow.

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut-Com. The Hon. G. A. Hardinge, en route Singapore.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4-pounders, 870 i.h.p., Fochow.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Twisted, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Manila.

Victor, British battleship, 14,000 tons, 31 guns, 12,000 i.h.p., Captain A. Schomberg, cruising.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Fochow.

Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.

Wyvern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Yacht-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 2 second-class boats.

Miscellaneous.

Elina, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.

Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.

Sirobaldi, Italian cruiser, 3,359 tons, Captain Cantanin, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Molais, at Port Arthur.

Albatros, Russian gunboat, 810 tons, 8 guns, 760 h.p., Capt. Bilibsky, at Vladivostok.

Bobru, Russian gun-vessel, twin screw, 950 tons, 12 guns, 1,150 h.p., Captain Boisman, at Nagasaki.

Dimitri Donsky, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostok.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff at Vladivostok.

Gremiatzky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubonoff, at Port Arthur.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 1,150 h.p., Capt. Serbsanikoff, at Port Arthur.

Kreuzer, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinsky, at Singapore.

Mandryk, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachiaoff, at Vladivostok.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Teniche, at Vladivostok.

Nayadnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zvinsky, at Port Arthur.

Otvet, Russian armoured cruiser, 1,490 tons, twin screw 12 guns, 2,000 h.p., Captain Coppiannoff, at Nagasaki.

Panfilov, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virensin, at Vladivostok.

Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 12,500 h.p., Capt. Group, at Port Arthur.

Silash, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.

Sislof Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p., Capt. C. Parenayov, at Port Arthur.

Stoich, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Vladimir Monomakh, Russian cruiser, 6,000 tons, Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostok.

Vladik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogul, at Vladivostok.

Yakov, Russian gunboat, 16 guns, 890 h.p., at Vladivostok.

Zabata, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Berge, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.

Suvarov, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp. tubes 780 h.p., speed 19 1/2 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Novorostik, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

Podaromik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Stalk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpiun, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Soptchka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterka, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Straut, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungurt, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.

† Flagship of Rear-Admiral F. V. Dubossioff.

† Flagship of Rear-Admiral Remnoff.

THE FRENCH SQUADRON.

Aspit, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Jourmet, at Saigon.

Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannin, at Yokohama.

Beaulieu, French cruiser, 1,246 tons, 14 guns, 895 h.p., Capt. Ternet, at Chéfo.

Bryet, French cruiser, 4,750 tons, 16 guns, 8,800 h.p., at Saigon.

Comte, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.

Desbarres, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.

Eclairer, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.

Forfait, French cruiser, 2,321 tons, 23 guns, 2,404 h.p., Capt. Delort, at Nagasaki.

Inconstant, French cruiser, 691 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chéfo.

Jean Bart, French cruiser, 4,700 tons, 16 guns, 8,800 h.p., Capt. Aubin, at Fochow.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Yokohama.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.

Hishikuma, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Nagasaki.

Hoshikuma, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Shimane.

Kongo, 2nd class, 2,550 tons, 15 guns, 2,035 h.p., at Kobe.

Hiyet, 2nd class, 2,550 tons, 15 guns, 2,035 h.p., at Kobe.

Hiyen, 2nd class, 2,550 tons, 15 guns, 2,035 h.p., at Kobe.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Asahi, protected cruiser, 1st class, 2,800 tons, 20 guns, 8,800 h.p.

Yashima, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chéfo.

Naniwa, protected cruiser, 1st class, 5,700 tons, 24 guns, 7,120 h.p., at Manila.

Tachibana, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p.

Takara, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.

Ahikuma, protected cruiser, 1st class, 3,150 tons, 25 guns, 8,800 h.p.

Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,800 h.p.

Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.

Akikushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Yakagi, 2nd class, 1,764 tons, 25 guns, 2,400 h.p.

Yagayama, 3rd class, 1,660 tons, 10 guns, 5,630 h.p.

Tsukushi, 3rd class, 1,380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Matsushima, 1,490 tons, 10 guns, 1,600 h.p.

Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.

Yamato, 1,480 tons, 10 guns, 1,600 h.p.

Tenryu, 1,550 tons, 10 guns, 1,165 h.p.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p.

Anagi, 1,030 tons, 13 guns, 720 h.p.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanfo.

Agaki, 620 tons, 10 guns, 700 h.p., at Chéfo.

Atago, 620 tons, 10 guns, 700 h.p.

Maya, 620 tons, 10 guns, 700 h.p.

Chikaki, 620 tons, 10 guns, 700 h.p., at Fusan.

Soko, 572 tons, 4 guns, 400 h.p.

Iwaki, 600 tons, 5 guns, 400 h.p.

Chino, 490 tons, 5 guns, 472 h.p.

Chino, 490 tons, 5 guns, 472 h.p.

Chin Puk, 500 tons, 9 guns, 455 h.p.

Chin Chin, 500 tons, 9 guns, 455 h.p.

Tatsuta, 875 tons, 6 guns, 5 torp. tubes, 5,500 h.p.

Torpedo-boats.

Itaduchi, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Hongkong.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.

Shirakami, torpedo-boat, 278 tons, Comdr. Kotama, at Hongkong.

14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.

1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.

2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.

4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rhyo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p., (used as gunnery training ship).

Kaniji, sailing ship, 877 tons, 6 guns, (used as training ship).

Manjiu, sailing ship, 877 tons, 6 guns, (used as training ship).

Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., (used as training ship).

Asama, sailing corvette, 1,420 tons, 12 guns, (used as a bulk).

Jingel wooden paddle steamer, 1,465